

The Fork & Blade

THE PUBLICATION OF THE LINCOLN OWNERS' CLUB INC.

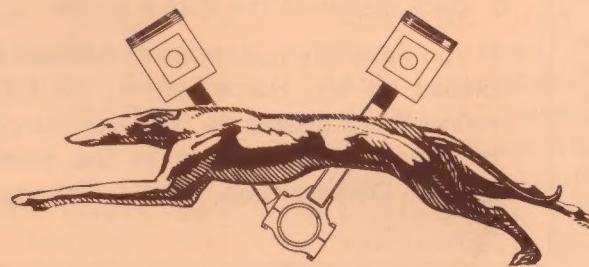


VOLUME 23 NO. 3

MAY - JUNE 1984



P.H. BECHTEL 1929 LINCOLN



The Fork & Blade

(USPS 055-430)

Lincoln Owners' Club Inc.

821 W. Chicago St.

Algonquin, Ill. 60102

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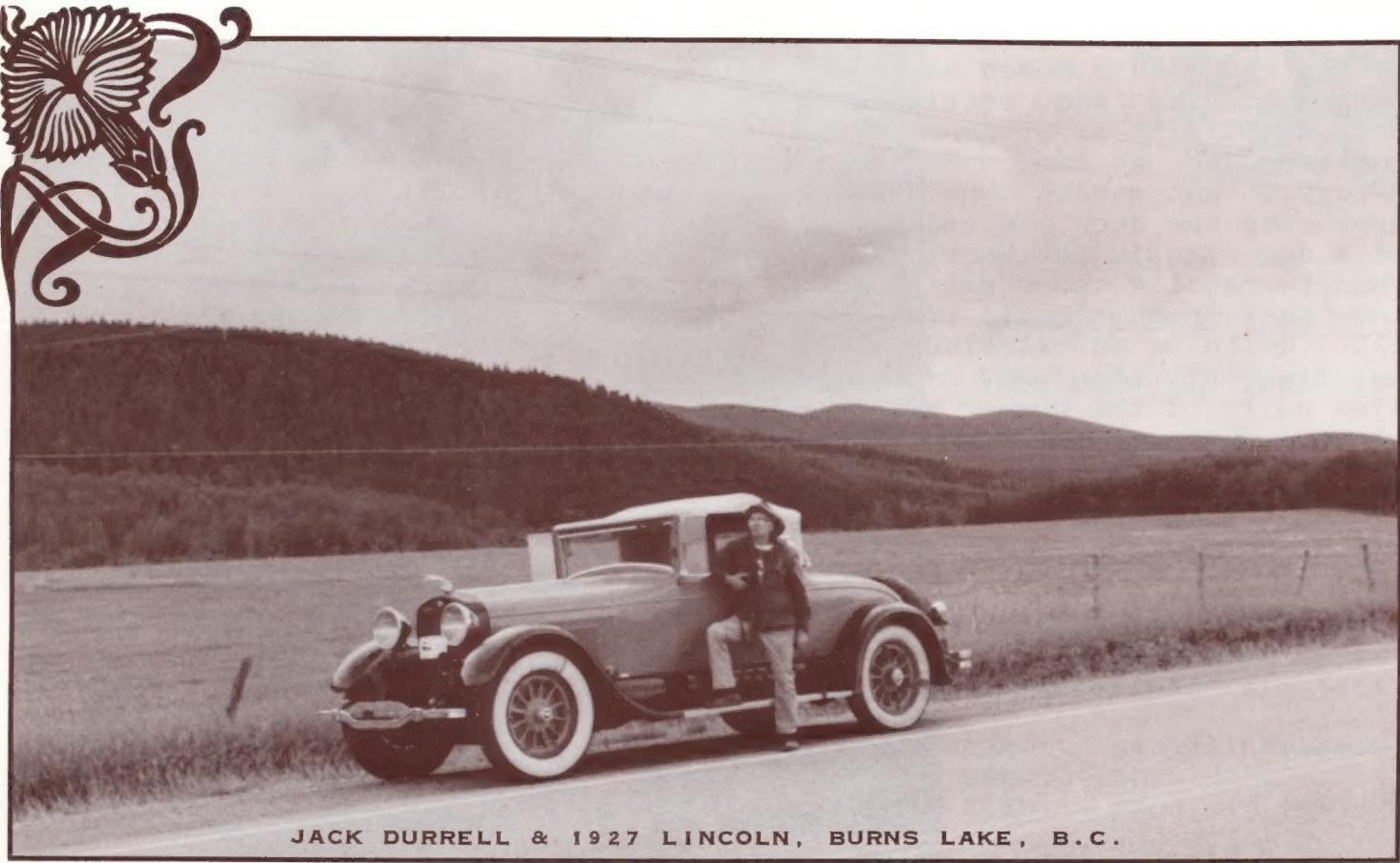
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INCREASE IN PRICES *Special Projects*

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If you have any questions or problems regarding the club projects please let Mr. Harper know. All L.O.C. reprints are sold on a money-back guarantee. You pay the postage and see that the item in question is returned in the same condition sent. Projects, Lincoln Owners Club, 821 W. Chicago St., Algonquin, Ill. 60102.



JACK DURRELL & 1927 LINCOLN, BURNS LAKE, B.C.

1927 Dietrich Coupe Roadster

BY JACK DURRELL

As ye Editor has asked for articles, I'll do my bit.

The car in this piece is a 1927 Dietrich Coupe-Roadster. It was the feature car in the Nov.-Dec. 1977 issue of the Fork and Blade.

In 1963 I got a lead through our local Car Club magazine of a "Large Lincoln" in my area. When I ran the lead down I located the car about 300 miles away. A large car it was, and "rough" as well. Sealed Beam headlights, missing deck lid, and many fender dings, but virtually no rust. This is a dry climate, hereabouts.

Up till then, I was quite unfamiliar with Lincolns, having only got the antique auto bug a year or so previously. I might add that

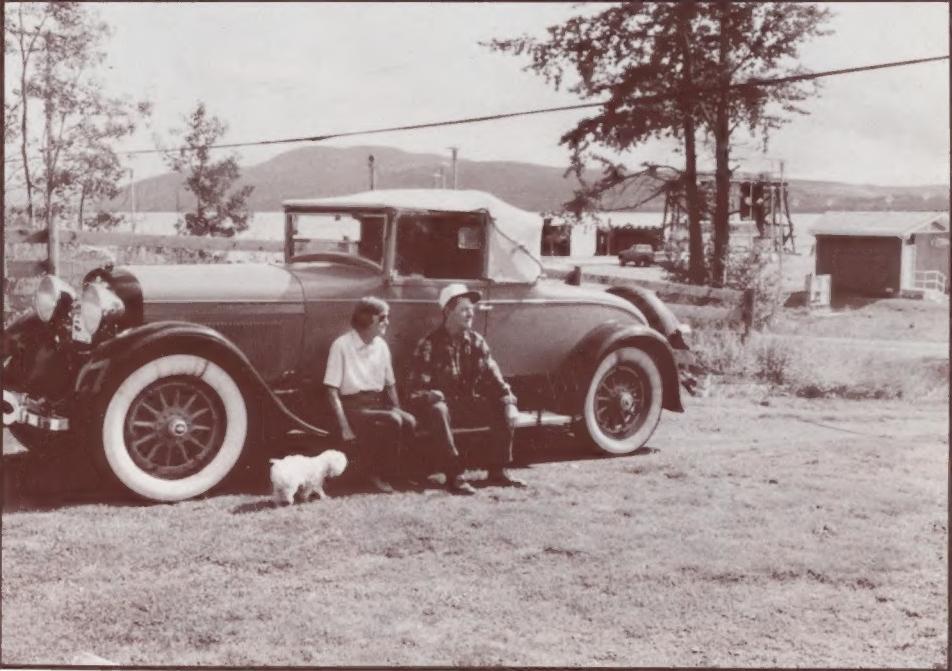
even today I have only seen a handful of Model "L"s, and only one K.B., which I owned for a while. Being an expensive import, there never was many Lincolns in Canada.

My reaction at first sighting was, "what an ugly S.O.B.!". But it grew on me, and after several months dealing I was the proud owner. (the fourth) I looked up the 2nd owner who lived thereabouts, and got some of its history. He Mr. Rushton had worked at a Military Base, Fort Ord, Calif. I believe, and purchased the Lincoln from the original owner, for \$25.00!!! This was around 1936-1946. The original owner, an Army Major had crossed the U.S. twice in the car. The original windshield had a sandblasted appearance from a Mohave desert sand-storm.

Mr. Rushton had been in central B.C. in the 1920's, moved on to California married and settled down. About 1947, with wife, daughter and two large dogs he came back to B.C. to stay. To accomodate the dogs he threw away the deck lid and installed a dog cage in the Rumble seat. I had to rebuild those parts. I believe they towed a small trailer as well. Quite an undertaking, as at that time only about 200 of the 600 miles north of the border was paved

Since 1977, I have driven it almost 10,000 fun miles with only minor problems such as loose connections on wires, or fuel lines. Oh yes, some starter and water pump problems, but always got home. Have those fixed now. It has been twice driven back to Francois Lake with my "chauffeur" Ben Carriere, who has been of great assistance to me with his welding and other skills and his host of other skilled tradesmen friends to make or repair missing

MR. & MRS. RUSHTON
PICTURED WITH RESTORED
1927 DIETRICH COUPE
ROADSTER.



A year or so after settling at Francois Lake they set out for a visit to California, again with the dogs aboard. About 300 miles on the journey, the radiator and water-pump froze enough to jump the timing chain. So they continued by train and bus. (At one stop the dogs took after a coyote and held up the train).

Whatever, he eventually had the car trucked home and repaired. So he must have set considerable value on it. Several years later he sold the car to a neighbor, and when I got it had been sitting outdoors for some years.

I was 12 years off and on restoring it, got missing or damaged parts from many L.O.C. members and others, and lots of useful information from the Fork and Blade.

or damaged pieces at cut rates. Such as the water pump and starter.

We visited the Rushton's, and on the first trip they couldn't believe it was the basket-case of fourteen years earlier. Took them for a ride, and we are always well entertained by some refreshments and Rushton's comical stories. As may be seen by the photo, Mr. Rushton is in good shape for one nearly eighty.

A bit of human interest, Mrs. Rushton is a native of Salinas, California and she told us that her older brother was a classmate of John Steinbeck.

As may be seen in the photo, the car has a painted shell. I assume the original owner chose that option. Also in photo back-ground



1927 DIETRICH COUPE

ROADSTER CONDITION

WHEN FOUND IN 1963

BY JACK DURRELL.

can be seen Francois Lake and the ferry slip. The lake is over forty miles long spring break-up, one must drive nearly eighty miles around the lake to reach the south side, only two miles by water! Of course in mid-winter one can drive across the ice.

In 1980 I considered attending the L.O.C. meet in California. Trailing the Lincoln to a friends in S.W. Washington State and driving it the rest. That way with a real breakdown, (which of course Lincoln's shouldn't have) I wouldn't be afoot in a foreign land! However, I wasn't feeling up to snuff at the

time, and couldn't locate a co-driver free to go along.

My greatest single expenditure was engine rebuilding, about \$1,100.00 I got a good old retired machinist who worked slowly and well at \$8.00 an hour. Most of the other work I did myself, as I like to both restore and drive old cars. Even so, I spent nearly \$10,000.00 on it, parts supplies, auto machine shops, etc.

One last thing, if I had an open front Town Car Body to put on the chassis for the winter social season, I could ask for nothing more!

1927 DIETRICH COUPE

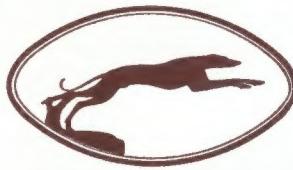
ROADSTER CONDITION

WHEN FOUND IN 1963

BY JACK DURRELL.



Presidents Viewpoint



A most happy welcome to the newest members of "The Lincoln Owners Club" membership listing in the January-February issue. "The Fork & Blade" consists of helpful information in research, technical, and restoration by members that have restored their Lincolns. It also lists parts wanted or for sale. From "The Fork & Blade" magazine and through members correspondence, I feel our "Lincoln Owners Club" has an opportunity for tremendous growth and success from which all members can benefit.

Plans have been finalized for the Lincoln Owners National Meet on June 22 & 23, 1984 in St. Louis, Missouri. For the early arrivals, there will be a "GREYHOUND PARTY", Thursday evening. All members and their guests are welcome.

The Lincoln Owners Club National Meet is a specialty meet-a get together specifically designed for this special occasion. A unique treat, you won't want to miss-----Guaranteed!!!!!!!

Meet us in St. Louie, Meet us at a gala affair.

Art Caldwell

Art Caldwell





OCTOBER

1923

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THE DICTIONARY says that a road is "a place where one may ride; an open way or public passage for vehicles, persons and animals; a track for travel, forming a means of communication between one place and another." To be strictly modern, the definition should add that a road "is a poor place to change tires and a good place to drive carefully."

The first roads were trails wild animals made while moving from their feeding grounds to water holes. Generally speaking, only a scarcity of food caused animals to move outside of comparatively small areas. Primitive man, likewise, was not a natural traveler. His efforts for several eons were confined to only such travels as were necessary to procure sufficient food.

Only when necessity or curiosity made him broaden the scope of his activities, did he commence to wander far from his native habitat. The animal trails gave him first idea of a road and it was mostly lying in wait beside these trails that he secured his food. Having made the "kill," it frequently became necessary to transport it.

∞

STRONG and hairy as he was, our forefather only could carry a limited load. The next step was to divide the burden between two pairs of shoulders. This was done by slinging the load on a pole. It was then thrown onto the back of a domesticated animal. So far in the evolution the trail has sufficed. Then was born the idea of a pole drag and the road came into being.

The sledge followed. The runners made ruts and rain made mud-

holes, which, in turn, forced road improvement.

The ancient Roman roads are the first of which we have any definite information so far as construction is concerned. The oldest and most famous of these is the Appian Way. This road was commenced in 312 B. C. Roman roads are remarkable for preserving a straight course from point to point regardless of obstacles.

∞

ROMAN ROADS in solidity of construction have never been excelled. Many of them still remain practically intact, often forming the foundation of a more modern road, and, in some instances, constituting the road surface now used.

In building roads, the Romans first cut two parallel trenches to mark the breadth. Loose earth was then removed until a solid foundation was reached. The loose material was then replaced by more solid material which was consolidated by ramming to form a solid foundation for the body of the road. This usually consisted of four layers of material locally obtained. Sometimes, however, it was brought from great distances.

The lowest layer consisted of courses of flat stones, or, when these were not obtainable, of some other stones generally laid in mortar; the second layer was composed of rubble masonry of smaller stones, or a coarse concrete; the third, of finer concrete, on which was laid a pavement of polygonal blocks of hard stone jointed with the greatest nicety. The four layers are found to be often three feet or more in thickness, but the lower ones were dispensed with one rock, on which the paving stones were sometimes laid almost directly.

∞

ENGLISH ROADS were incredibly bad from the seventeenth century until the beginning of the nineteenth century. At certain seasons of the year, they were absolutely impassable to vehicles, and mounted travelers could get through only with the greatest difficulty.

This was due chiefly to the state of the law which compelled each parish to maintain its own roads by

statute labor. Even the establishment of turnpike trusts and numerous toll gates did not succeed in bringing about much of an improvement.

What we term poor roads today would probably have been well-kept highways in the eyes of English travelers in 1850. Macaulay, in his detailed history of England, draws a most graphic picture of the road hardships of that day. It was at this time that Telford and McAdam brought scientific principles and regular system to their construction and repair.

The name of Telford is associated with a pitched foundation which he did not always use, but which closely resembled, that which had been long in use in France, and the name McAdam (macadam) often characterizes roads on which all his precepts are disregarded. Since the surface of the road is the weakest spot and casual water is the road's greatest enemy, both of these men insisted on thorough drainage and on the use of carefully prepared materials, instead of the exaggerated crown, used before.

Telford paid particular attention to foundations, while McAdam disregarded it to a certain extent, contending that the subsoil, however bad, would carry any weight if made dry by drainage and kept dry by any impervious covering. McAdam was engaged more with the repair of old roads than with the construction of new ones, and though it is not possible to agree with all his theories, the improvement which he effected in road management and maintenance was great and lasting.

∞

AND so the history of roads and road-building is woven into the history of our progress and civilization. The attainment of man's ambitions has depended on transportation from the beginning, and, as he has increased his speed (and he is the only animal who has), it has been necessary for him to constantly improve his roads.

In summing up, it might be said that animals gave us our first roads; Romans gave us our best, and politics gave us our worst.



IGNITION

SPARK PLUGS

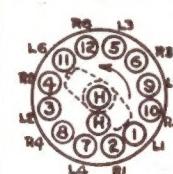


Size 18mm. Gap .025"

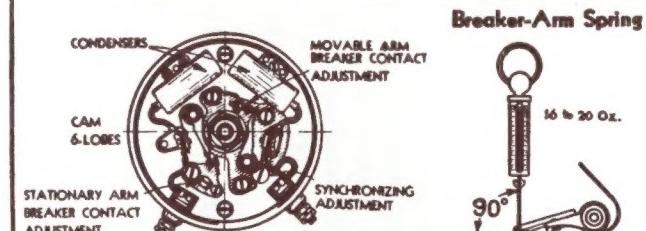
Original Equipment
Champion No. 7

For Cooler or Hotter Type
Consult Champion Operating
Range Chart *

DISTRIBUTOR



Auto-Lite
No. IGM-4003A
Firing Order
1-4-9-8-5
2-11-10-3
6-7-12



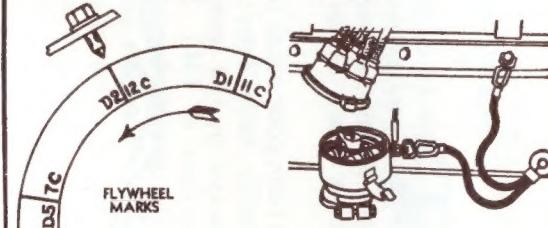
Breaker Contact Gap - .020" Cam Angle - 36°
Synchronization - 33-1/2° & 26-1/2° Distrib. Cam (67° & 53° Eng.)
Condenser - Part No. 1G-2671A, E Capacity - .20 to .25 Mfd.
Rotation - Counterclockwise (viewed from top of distributor)
Adjustment - 10° (distributor)
Automatic Advance - Semi-Automatic - 12° at 1840 R.P.M.
(Maximum advance in distributor degrees at distributor R.P.M.)

COIL



Auto-Lite
No. CE-4001-L
Two Coils Used

IGNITION TIMING

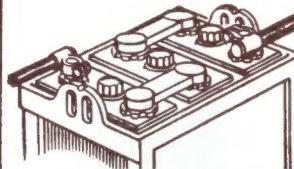


Synchronize - Use rotary spark gap.

Use Timing Lamp - Stationary contacts to open top dead center when mark D2|12C on flywheel is in line with pointer on flywheel housing. These contacts control right hand coil and fire right bank of cylinders.

STARTING & LIGHTING

BATTERY



EXIDE - Type X-21L

Capacity - 147 Amp. Hour
(20 hr. rate)

Location - On right side
under front floor boards.

Ground: Negative terminal
to frame.

STARTING MOTOR

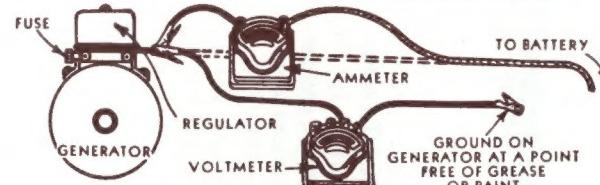


AUTO-LITE No. MAO-4003B

Drive - Bendix Part No. EB-88

Free Running Speed - (with Bendix)
2700 Min. R.P.M. 44 Max. Amps. 5.5 Volts.

Lock Torque (Stalled) - 48.5 Ft. Lbs. 975 Amps. 4.0 Volts.
Control - Solenoid Starter Switch - Part No. SS-4004.



AUTO-LITE No. GBC-4103

Maximum Output Safe Setting:

Cold - 21.0 to 23.0 Amps. 8.0 Volts ^{3*} These readings taken at generator.

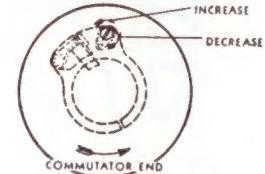
Readings at ammeter on dash will be approximately 4 amperes lower.

Regulator (Part No. TC-4305A) Setting: (See reverse side) 4*

Cut-Out Relay - (See reverse side) 5*

Brush Spring Tension - 22 to 27 oz. (all brushes) at outer end of spring.

Third Brush Adjustment



Rotation - Clockwise (viewing drive end)
Regulation - Third brush and Regulator

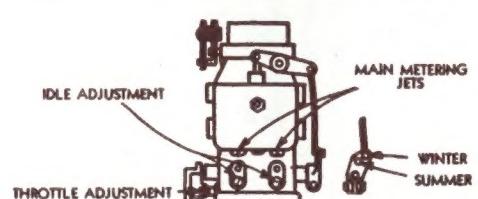
VALVES

CLEARANCE

TIMING

Inlet Valves
Open - 21° before top dead center.
Close - 49° after top dead center.

Exhaust Valves
Open - 57° before top dead center.
Close - 11° after top dead center.

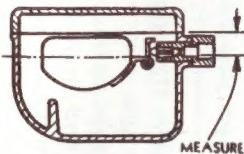


STROMBERG - Model EE-22 A-18282 TYPE - Dual Downdraft
Idle Adjustment - Adjust to smooth running, one barrel at a time. OUT: To make rich.
Fixed Jets - Main Metering Jet - Size .057" (Part No. P-17004)
By-Pass Jet - (4) No. 56 (Part No. P-18149)
Main Discharge Jet - No. 28-32 (Part No. P-21799)

Seasonal Adjustment - For winter driving, set pump link in hole on long radius. For hot weather, set link in hole on short radius.

CARBURETION

FUEL LEVEL



Fuel Level - 9/16" below surface of float chamber at correct
Fuel Pump Pressure. (See Reverse Side) 6*

COOLING, FUEL & OIL SUPPLY

Cooling System

Capacity - 32 Qts. (U.S. Meas.)
Radiator Flow - Gals. per Min. (U.S.)
Thermostat - Shutter control upper tank. 7*

Temperature Gauge - King-Seeley -

Dash Unit No. 6245

Motor Unit No. 5700

Crankcase - Capacity 12 Qts. (U.S. Meas.)
Fuel Feed - Mechanical Pump AC

(Type I) No. 1521218 6*

Air Cleaner - AC Oil-Wetted *
(with silencer) No. 1528347

Gasoline Gauge - King-Seeley -
Dash Unit No. 6250

Tank Unit No. 5850

Oil Gauge - King-Seeley -
Dash Unit No. 6255

Motor Unit No. 5460

Oil Filter - Pur-O-Lator No. EA-2

Ammeter -

Speedometer - Waltham 5400, 5440

Vacuum-Operated Devices:
Windshield Wiper - Trico

Service Motor (closed) SS-5



This information applies to the items of equipment on reverse side, which are marked as follows:

- * Consult A.E.A. SERVICE MANUAL for more complete information.
- * * **Serial Number** — On plate on engine side of dash. K-7501 and up.
Wheelbase — 136 — 145".
- Engine Number** — On left hand side of engine, below center of cylinder block. K-7501 and up.
- 3 * **Output** — When checking or setting output: Short out Regulator Resistor by bridging across the mounting screws.
- 4 * **Regulator (Part No. TC-4305A) Setting**: High to low chg. (points open) 70° F. 8.25 to 8.75 volts. Low to high chg. (points close) 1.2 to 1.4 volts below opening voltage.
- 5 * **Cut-Out Relay (combined with regulator)** Closes at 6.5 to 7.25 volts; Opens at .5 to 2.5 Amps. discharge. **Field Fuse** — 5 Amps. (in regulator).
- 6 * **Fuel Pump** — Using AC Fuel Pump Analyzer No. 1521551. CAPACITY — 1 pint or over in 45 seconds. PRESSURE — 4-1/4 Lbs. Maximum.
- 7 * **Thermostat** — To start opening at 145° F. and to be fully open at 160° F.
- 8 * **Hydraulic Valve Lifters** — The clearance between the lifters and valves is maintained at zero automatically also they are self adjusting to compensate for expansion and contraction of the valve stems. Oil is supplied by pressure into the valve lifter guides direct from the main oil manifold. During the interval when the valve is off its seat, a slight oil leakage occurs which is necessary to compensate for any expansion of the valve stem. At the point of valve closing the chamber below the plunger is replenished with oil thereby eliminating clearance, thus maximum valve quietness is maintained and the necessity for checking valve clearance is eliminated.

NOTE: The SERIAL NUMBERS on this Chart apply to cars manufactured in the United States unless otherwise indicated.

RECOMMENDED SERVICE TOOLS

- Timing Lamp
- Vacuum Gauge
- Compression Gauge
- Synchronizing Fixture
- Low Range Voltmeter
- Stromberg Carburetor Tools
- AC Fuel Pump Analyzer No. 1521551
- Feeler Stock

Ginny Says

Lubricating Hinges

Ordinary pencils have leads made of graphite and can be used in an emergency to lubricate squeaking hinges and other slow-moving parts. Pull out the hinge pin and rub the pencil lead over the outside of this pin before reinserting it. The graphite will lubricate it sufficiently to permit freer action and will eliminate squeaking.

Stain Remover

Nail polish remover on a damp cloth will remove purple price mark stains from counter tops.

Home Hints

Quick First-Aid

An instant ice pack for unexpected falls can be found in your freezer. Take a package of frozen vegetables—place in a plastic bag and apply to injured area. (Quick, easy and ready to use!)



Broken Glass

To make sure you get all the small splinters of shattered glass after breakage, go over the area with a piece of soft white bread. Be sure to wrap bread tightly after use and before discarding so children or animals don't get into it.

Don't Throw It Away

Save old panty hose. Cut off the waistband and save for sewing projects requiring elastic waistbands. The hose part can be used for stuffing toys and pillows.

Old pillowcases make excellent dust covers for clothing. Simply cut a tiny hole in the seamed end and slip over the hanger hook and clothes.

Sanding Aide

A small emery board of the type women use in fingernail care can be a handy addition to the home craftsman's working kit. The emery board permits sanding in tight places where ordinary sandpaper or other abrasives will not fit, and it provides a ready-made, semi-rigid shaping tool for use where a fine-toothed file or scraper is needed.





The Removal of Frozen or Broken Bolts

BY ARTHUR L. CALDWELL

The following will be helpful to any one who has a broken or frozen bolt. Anyone who has done mechanical work at onetime or another on cars or machines has probably encountered this problem.

There are several methods of removing broken or frozen bolts. A sharp center punch, heat, screw extractors(also known as easy-outs) drilling, E.D.M. (Electrostatic Discharge Machine), or metal disintegrator.

At times a sharp center punch can be used by keeping the punch to the outer edge of the broken bolt and tapping lightly with a hammer to unscrew the broken bolt, being very careful not to damage the threads at the top of the hole.

Heat is probably the most effective method. Heat evenly until it is red hot around the bolt. This will usually loosen the bolt, if not it will break, and another method must be used.

Easy-outs are not for removing very tight or a broken bolt that has been broken off trying to be removed. The easy-out will break, then greater problems have developed. When drilling the hole in the bolt, drill the largest hole possible and use the largest easy-out that can be used depending on the diameter of the broken bolt. It is very important that the hole be drilled straight, and in the center of the bolt.

There are two common types of easy-outs, the spiral type and the square tapered type. The tapered type is tapped in lightly with a hammer. The square type is the one I prefer. When turning the easy-out to remove the bolt it is

advisable to use a double ended tap wrench instead of a pair of pliers or a wrench. The reason for this is a steady and even-pull with less chance of a breakage.

If an easy-out is broken it can possibly be removed by the following method. With an acetylene torch, heat the easy-out until it is red hot, and withdraw the flame slowly allowing the easy-out to cool very slow. The easy-out being made of high carbon steel will usually anneal, and it can be drilled. The drill should be run at a slow speed.

When an easy-out is not successful, drill the bolt using the tap drill size, but again it is very important that it be drilled in the center of the bolt, and straight, being very careful, you can unwind the threads out of the threads, or at least remove a few turns to start a tap. In most cases with a good sharp tap you will eventually get all the old threads out by being very careful. This is time consuming, usually with good results.

The E.D.M. or metal disintegrator which is a costly method is not always available. Broken bolts, taps, drills etc., removed electrically with a low A.C. or D.C. voltage applied to an electrode usually of brass or copper. The electrode is slightly smaller than the tap drill diameter, vibrating vertically with intermittent arch, fed down through, burning out the bolt, easy-out, tap, etc. and the remaining small pieces can be blown out with an air hose.

There is one other method that is usually done on large items with large bolts. Burning out the bolt

CONTINUED.....

with an acetylene torch. This usually ruins part of the hold, and may leave some slag in the threads, which will surely dull or ruin the tap. Also on larger items, the threads can be completely drilled out with a drill larger than the bolt. Weld the hole solid, drill and tap the original spot. This method can be used with great success.

When threads are bad, worn, or stripped and there is clearance, a next size larger hole can be drilled and tapped for a larger bolt. If a larger bolt cannot be used there are several makes of screw inserts available, probably the most common is the Heli. The hole must be drilled, and tapped oversize and the screw insert installed. The insert threads will be the original bolt size.

There may be an occasion where there are loose, bad, or stripped threads and no clearance to install a threaded insert. First drill the hole deep as possible using the tap drill size. Tap the threads to the bottom and use a longer bolt. Another method is to use a stud bolt. Tighten the stud bolt very tight against the bottom using the two nut method of tightening. This gives full use of all threads with the stud bolt in permanently, and using only the stud bolt top threads for the part to be removed.

Again when using easy-outs, drills, or taps be very careful of breakage, they cannot be drilled.

It is wise when buying drill bits to invest in the extra cost and buy good quality high speed steel drill bits. Sometimes very hard steel can be drilled with a masonry drill bit which is carbide tipped. Run at a high speed with a very light pressure applied, reason being is they break or chip very easy.

For a bolt, stud bolt or a nut that's not to be removed or come loose, a drop or two (use a very

small amount) of loc-tite may be used on the threads, when it sets hard the bolt cannot be unscrewed without great difficulty. Loc-tite can be obtained in several grades maximum strength high temperature etc.

When installing a bolt or nut to be removed in the future it is advisable to use an anti-sieze compound on the threads which will prevent any removing problem. This especially applies to a steel bolt in aluminum where oxidation may occur, causing small bolts almost always to break, or completely stripping out the threads on a larger bolt.

Bolts are available in grades from 1 to 9. No. 1 is the softer steel, the higher the number the higher tensil strength. Bolts are not case hardened, but are of a solid alloy type steel. Alloy bolts will usually have hash marks on the head.

There can be many variances of these methods which hopefully will serve as a guidline from my many years as a machinist.

SAY IT WITH DUST

GEORGE E. POST

Quoth Kenneth Clarence Symington, "That erstwhile pristine charm
Wherewith my chariot was wont to shine in
yesteryear
Mayhap has faded from its face. Old age,
with scrawny arm,
Has graven its resplendent front with furrows
foul and sere.
Fell time has marred its outward form, but
Oh, in very sooth,
Within it burns the ardor of its splendid,
deathless youth."

And P. K. Perkins crisply snapped, "The
Senile Sport I drive
Has acidosis in its gears, some symptoms of
the gout,
And lots of asthma cluttering its valves.
But Man Alive!
You ought to see it function when I dare to
let it out.
Why, stepping on the button of that crazy
car so old
Is just like putting monkey glands inside the
manifold."

Our judgments and our watches may — to
mutilate Pope's line
Not look like much, yet each of us swears
by the one he totes.
I mix a meeter metaphor in present-day
design,
A standard line for motorists to circumscribe
with quotes—
"I guess my car, compared with most, looks
like a pile of rust."
But speed! O, Boy! Why, my old bus says
it to them with dust!

The Market Place



All ads submitted for inclusion in "The Market Place" must be related to those Lincolns that fall within the framework of the L.O.C.

For Sale

Late Model K engine sides dust pans - \$440.00 a pair or \$239.00 per side.

Rear brake cable protectors for all K Models - \$24.00 a pair. If missing, you soon may be looking for a brake cable. Del Beyer, 5646 Pleasant Hill Rd., Hartford, WI 53027 414-673-2561.

1929 Lincoln 7 Passenger Phaeton - Locke Body. Maroon, Blk fenders, Cream wheels. Restored from low mileage original car. AACA NATL. FIRST. Down draft carburetor. High speed gears. Excellent tour car. \$53,000.00 Mrs. Bruman Copher 2929 Catalpa Dr., Dayton, OH 45406 513-274-9705 Ohio.

1937 Lincoln K LeBaron, 4 door convertible, Side mounts, roll-up divider window, zero time on completely overhauled V-12 engine. Overall excellent condition. \$40,000.00 Bob Morgan, Medford, NJ, 609-654-2112 call anytime.

Parts For Sale - Miscellaneous parts from 1929 Lincoln 7 passenger limousine: 5 wire wheels with caps; complete front axle with brakes, drums, chrome wheel nuts, tie rods, etc.; rear spare tire rack with lock; chauffeur front seat phone; speedometer with cable and flex-tube; dashboard clock; air hose with gauge; vacuum tank; radiator cap without greyhound; exhaust header yoke; side window with channel; floor board exhaust heater; 2 starter-generators; some original tools. Will accept offers for all or each. Bill Minch, 4968 North Sedgewick Rd., Cleveland, OH 44124. 216-381-7538 evenings and weekends.

CONTINUED NEXT PAGE

For Sale Continued....

- 1933 KB 1933 KB V-12 Lincoln, 2 window Judkins Berline, model 263A with div. window, dual side mts., telephone-signal, rear quarter lamps, Berline-maid seat, split w/sh. with long cowl. One of only 2 believed to exist, so rare that "50 years of Lin.-Merc." completely omits it and further says for '33 "Dietrich was the only body builder to retain the split w/sh." Believed to have been formerly owned by 1920's movie actress Constance Talmadge. 99.99% complete, \$17,500.00. H. Kaphingst, 5825 Tower Dr., Woodbury, Minn 55125, tel 612-459-1264.
- 1935-1940 TAIL LIGHT LENS perfect, with tight jewel, perfect bezel, shoe, and perfect pliable rubber gasket-spacer. First call gets. H. Kaphingst, 612-459-1264.
- 1935-1940
Parts Used Lincoln parts for sale; 3 prong gas cap insert 8. 2;35 red medal lions, need red paint 25.ea., '35 hub caps \$50.ea. '35 transmission with f/w \$500. '35-40 trunk rack swing and tilt arms \$325. '37-40 fenders POR front have S/M wells. Would prefer to sell as set but will sell separately. Have many other '37-40 used parts. Lincoln wheel hub-cone wrenches, double hex on large end, \$50. single hex on large end 40. All above plus 10% shipping. Above offer and prices good for 60 days only. H. Kaphingst, 5825 Tower Dr. Woodbury, Minn 55125. 612-459-1264.
- 1935-1940
Parts "Alumunium Heads, 1 pair perfect for '35-40 K \$750.00." Lincoln perfect repro parts for sale: Oil pan drain plug \$12.00. Oil pan cork floats \$6.00. Water pump nut bushing \$15.00. Water pump drain plug \$23.00. Valve cover gaskets \$10.00 pr. Precision cigar lighter phonies \$10.00 ea. Grille medallion chrome mount ring \$17.00. Bumper center bolt long double spikes, chrome \$24.00 ea. Headstud corrosion cutter for removal of alum. heads \$20.00 '35-40 perfect mint repro medallions \$35.00 ea. Running board flashing felt \$10.00 pr. '35-40 greyhound w/base. chrome, \$250.00. nobody's repro comes close to this in detail or quality. Full money back guarantee if not satisfied. Manuals: L instr. book \$25.00, '32-40 K \$25.00. State year. H. Kaphingst, 5825 Tower Dr., Woodbury, Minn. 55125 612-459-1264. Prices good for 60 days only. All prices plus 10% shipping.
- 1935 Rebuilt engine, include gen, starter, water pump, POR H. Kaphingst, 5825 Tower Dr. , Woodbury MN 55125

Parts Wanted

- 1938 K Model glass right tail light lens with red jewel center. Robert Page Doepke, 1228 Edwards Rd., Cincinnati, OH 45208
- 1934 Breaker points, condenser and rotor for 1934 Lincoln, same as in Jan-Feb. Fork & Blade Technical page. Ray Death, Site 1 Box 6, R.R. #2, Rockwood, Ont. N0B 2K0

Parts Wanted

- 1932-1934 KB Lincoln prefer open body style, however unusual closed cars considered. Must be excellent original or restored. Please send photos and a realistic price to: Gerald Greenfield, 12550 Shorewood Ln. S.W., Seattle, WA 98146. 206-248-0084.
- 1928 Parts needed to complete 1928 four door Phaeton with Locke Body (163 A)....set Parabeam headlights, Trilin tail light assembly, engine splash pan right side, radiator shroud, two distributor condensers, windwing brackets, pattern for windwing glass, windshield wiper assembly, dual cowl windshield and hinge panel, radiator thermostat rear view mirrors and brackets, cigar lighter front and rear, Literature: Lincoln Open Cars by LMC 8 pages, brown and green cover 6" x 10", Lincoln 1927-'28 Salon Cars by LMC 28 pages, orange cover 7" x 10", tire pump assembly, list of tools as originally found in right door compartment of '28 Locke Phaeton. Please quote condition and price. The Clement Family, 3931 Villa Ct., Fair Oaks, CA 95628 916-966-1666.
- 1933 KB Parts wanted for 1933 K.B. Judkins Berline. Front brake cables. Length 46" (1931-'33). Knobs for windshield wiper motors. Knobs for windshield adjustment arms and thumb screws to lock windshield. Tear shift knob. Instrument panel light switch knob. Ignition switch knob. Door lock knobs and bushings. Cigar lighter. Accelerator pedal. Window crank handle (brown knob). Window regulator assemble, drivers door (or shaft that handle mounts on). Rubber bumper stops for doors. Door striker plates and guides. Push button switches for dome light. Dome light rim 3 3/4" outside diameter. Window crank assemble for division window (I only need one gear). Hurd cabinet locks and latches. Intercom microphone (Dictrograph Product)and wiring diagram. Push buttons to turn intercom on (mount in arm rest). Oval reading light rim 3 5/8" x 2 1/2" outside diamentions. Oval toggle light switches for reading lights. Cigarette lighter holders for rear arm rest. Cigarette holder? (mounts in rear arm rest. 4 1/2" long) Ash receptacles (mount in rear arm rest). Literature (Xerox O.K.) or factory pictures of model 263-A. Thank you, Stewart A. Cairns, Myrtle Point, R.R.#1 Powell River, B.C. Canada V8A 4Z2.

... about Money

Money doesn't always bring happiness. People with ten million dollars are no happier than people with nine million dollars.

—HOBART BROWN

The safest way to double your money is to fold it over once and put it in your pocket.

—FRANK HUBBARD

One of the benefits of inflation is that kids can no longer get sick on a nickel's worth of candy.

—JOURNEYMAN BARBER MAGAZINE

To give real service you must add something which cannot be bought or measured with money, and that is sincerity and integrity.

—DONALD A. ADAMS

LINCOLN OWNERS' CLUB

1984

National Meet

TO BE HELD IN

SAINT LOUIS, MISSOURI

West Port Plaza

June 22 & 23

Hotel Accomodations

The Sheraton Plaza Hotel
900 West Port Plaza
St. Louis, Missouri 63146

FOR ADDITIONAL INFORMATION ON 1984 L.O.C. MEET
OR ADDITIONAL LISTS OF ACCOMODATIONS PLEASE
PHONE OR WRITE:

CARL OR BETTY MORITZ
2327 HIDDEN MEADOW LANE
MANCHESTER, MISSOURI 63011

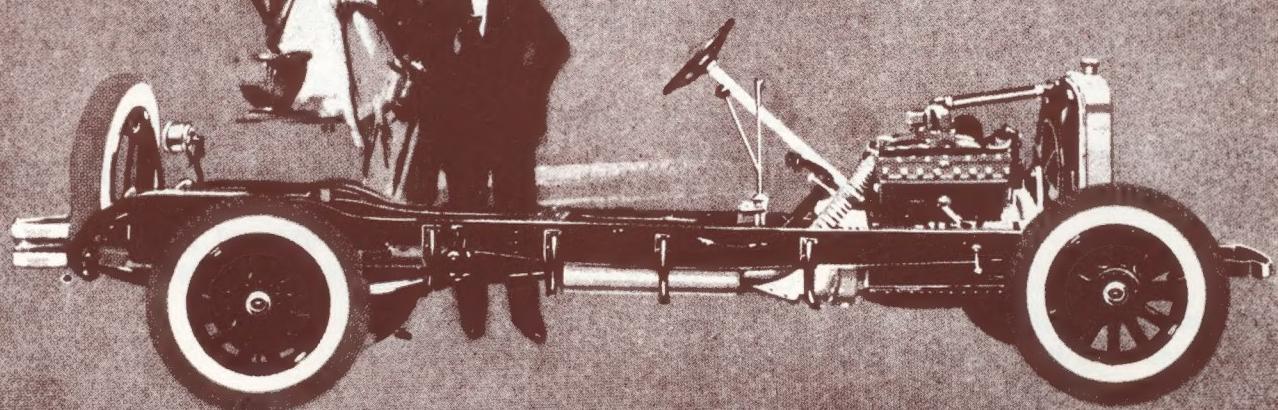
DAY 314-544-5300
NIGHT 314-821-5527

LINCOLN

The Ford Motor Company is determined that the Lincoln must be as fine an automobile as can be produced. ¶ The resources, engineering skill and collective experience of the entire Ford organization are constantly available in carrying out that determination. ¶ If there were now any known way to make the Lincoln a better automobile—whether in design, materials, or craftsmanship—the improvement would be made. ¶ The extraordinary ideal to which the Lincoln is built has given it first place among those who cherish that which is undeniably best.

LINCOLN MOTOR COMPANY
Division of Ford Motor Company

A 11.1926 ~ c3



ILLUSTRATOR: FRED GALE